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No. IX.

STAGE COACH.

The sum of THIRTY GUINEAS was this session presented to Mr. JAMES SKINNER, 81, New Park-street, Southwark-bridge, for his proposed Stage-coach; a model of which has been placed in the Society's repository.

THE model produced before the committee by Mr. Skinner was considered by the coach-builders and axle-makers present to combine, in a more ingenious and practical manner, the various improvements which for several years past have been proposed, and in part adopted, in the construction of stage-coaches. So large a proportion of the travelling in this country is performed in these vehicles, that all proposals for improving them, by diminishing the labour upon the horses, and the liability of the passengers to accidents from the carriage overturning or breaking down, have been received with great attention by the Society, and rewarded, if they offered even a probability of success. The lowering the centre of gravity, by removing the heavy luggage and outside passengers from the roof of the carriage, the convenient accommodation of these latter, the adoption of high fore-wheels to ease the draft, and several minor conveniences, will be found to have been duly attended to, and to be combined in the model, of which the following is a description.

*Reference to the Drawing of Mr. Skinner's Safe Coach.
Plate III.*

Fig. 1 a bird's-eye view ; fig. 2 a perspective view ; and fig. 3 a side elevation, with the near wheels off. The front wheels are five feet nine inches, and the hind wheels six feet three inches, in diameter. The inside and outside passengers are seated on the same level, the floor being as near to the axle-trees as the play of the springs will admit. *a* the door through which the hind passengers get up ; *b b* their seats ; *c* a seat for the guard, attached to the door *a* ; *d d* iron bars, at top and bottom of the door, projecting enough to be securely held by the iron turn-buckles *e e* ; *f f* the front seats, the steps *g h* and *i* serve for them and the coachman to get up by ; the passengers step on the boards *j j*, and over the side-rails *k k* ; the steps *l m n* and *o*, serve for ascending into the hinder part of the coach ; *p p* boards over the hind wheels ; these, as well as similar ones *j j*, over the front wheels, have iron rails to hold small luggage : the dotted lines in fig. 1 show how the floor is narrowed, to allow of locking the front wheels ; *q* the hind boot ; *r r* the front boot ; *s* boxes opening in the floor of the coach ; *t* and *v* pockets in the guard's seat ; *u* a roll of leather, to cover the front passengers ; it has a slip of iron along its front, which catches on the hooks *w w* ; it is wound up and held tight by a ratchet-wheel and hatch *x* ; the end of the axis is squared to put on a winder : *y* the locking pin, which plays through the axle-tree : *z* the locking plate under the floor and above the springs ; there are five springs in front and five at the back, two across each axle-tree, and four across the coach, answering to them, and two more, one over each axletree, and rubbing on them.